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THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. IX NO. 23. CLEVELAND. O., JUNE 9, 1887. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

The lighthouse tender was in port Tuesday.

Local inspectors DeWolf and McGrath were in Sandusky Tuesday.

The damage to the propeller Wallula from her recent stranding at Parisian island was $800. Damage to the cargo, it is said, amounted to $1,000.

The fire boat is to go into drydock. By the accident to her on Saturday evening her rudder and wheel are both disabled and the wheel is probably broken.

Chilson and others, of Lorain, have purchased the steambarge H. C. Schnoor, built in 1874, 414 tons, and cost $14,000, from Captain Burroughs. The Schnoor has a new boiler.

The schooner San Diego was aground in the river at Seneca street for five hours on Tuesday. Four tugs were required to pull her off. Traffic was stopped during the whole time.

It will be seen by an advertisement in the RECORD that L. Cooper Overman, major of engineers, has called for further bids for the work on the Toledo straight channel, he deeming the bids opened recently not satisfactory to the government.

The propeller Cambria, bearing a party of distinguished Cleveland business men, made fair time across the lake to Detroit Saturday. When pulling up at the dock in Detroit her engine was reversed with a full force of steam and a couple of the castings gave way New castings were sent from here and the boat got away from Detroit Monday afternoon.

Meteorological summary for the week ending June 1:

Mean barometer	29 94
Mean temperature	65 9
Mean humidity	87.2
Total precipitation, inch	1.56
Prevailing direction of wind	E.
Total wind movement	1108
Av. cloudiness	6.4
Av. state of weather	Fair.
Max. temperature, highest	80.2
Min temperature, lowest	56.1

WILLIAM LINE, Sergt. Signal Corps, U. S. A.

The tonnage launched from Cleveland shipyards thus far this season is valued by Lloyd's Register as follows: Barge Wadena $50,000, steamer Wiley M. Eagan $120,000, steamer Samuel Mather $115,000, steamer Robert R. Rhodes $115,000, steamer Horace A. Tuttle $115,000, steel steamer Cambria $185,000, Maurice B. Grover $120,000, steel steamer Charles J. Sheffield $150,000. Beside these the new steamer Roumania, built at Bay City, has been added to the Cleveland tonnage by Captain Jas. Corrigan, and is valued at $140,000; and the barge Annabell Wilson, built at Mt. Clemens for Captain Wilson, valued at $30,000. This shows an aggregate of $1,020,000 invested in new tonnage by Cleveland vessel owners, and four more large steamers on the stocks and well under way, beside a number under contract.

BAY CITY.

Special to the Marine Record.

The rush at Frank W. Wheeler's shipyard continues.

Wm. A. Chamberlain returned from Tawas Tuesday and reports having loaded the following barges: C. Spademan, Alice Richards, Wyandotte, Leader, Midnight, and G. K. Jackson, all for Tonawanda; also, Mary Stockton and Mary Birkhead for Detroit.

A member of the crew of the propeller Ossifrage was in port during the week, and reports that at the "Soo" there has been such an influx of people that many of them are unable to secure accommodations at the hotels. He says every night they stop there numbers of new arrivals come on board to engage berths for a night's repose. This is also the case at meal time.

Captain Chas. Eaton returned from Saginaw Bay with the steamer Hattie Brown Saturday. The search for the sunken barge Matilda has so far proved unsuccessful. Another attempt will be made soon.

Captain Fred Barclay, who recently bought an interest in the tug Edgar Haight, is showing the boys that the Haight is one of the smartest 13-squares that ever turned over a wheel.

The barge Nelson, which has been rebuilt at Wheeler's shipyard during the past winter at West Bay City, was launched Saturday. The Nelson has been lengthened about 30 feet by an addition in the center. She has had about 3 feet added to her depth by having her sides raised and her carrying capacity materially increased, which now will be no less than 800,000 feet.

The tug George Hand was in Wheeler's boxes for calking.

Shaw & Mahar, contractors, have taken the job of lightering 1,000,000 feet of lumber from this port to Saginaw. They will also handle 2,000,000 bricks.

Complaints continue to come from vessel men regarding the snags in the Saginaw river. A captain declared that if his boat was injured by one of them he would sue the owner of the log for damages.

The steamer Arundell is now making trips to Point St. Ignace, and has reduced the fare to $4 for the round trip.

The effect of the longshoremen raising the rates to 50 cents per hour is being felt. Boats are leaving the lumber trade and going elsewhere. There is a large number of idle lumber handlers all along the river.

The launch of the new steamer Frank W. Wheeler, owned by D. Whitney, Jr., of Detroit, occurred at 3 o'clock sharp Tuesday afternoon, at Wheeler's yard, in the presence of a thousand spectators. She is a counterpart of the steamship W. H. Gratwick, launched from the same yard May 14, is 265 feet keel, 284 feet over all, 42 feet beam, 22 feet hold, and cost $125,000. She has triple expansion engines with 20, 30, and 52 by 40, with two boilers 10 by 11, of Scotch pattern. She will go to Duluth on her first trip for grain. It will take a few days to complete her.

The tug Leviathan reached Bay City with the schooner S. V. R. Watson, Captain Cramer, in tow on Saturday. Two pumps kept her free. The Watson will go to Detroit for repairs. Captain Cramer put his schooner in straight A2 shape during the winter at Wolf & Davidson's drydock and he refused several offers to sell her while she was undergoing repairs. She is valued at $18,000 in Lloyds.

Captain Boynton, well known in the Saginaw Valley, having formerly resided at Bay City, and having sailed the steamer Geo. L. Dunlap, paid a visit to the Arundell upon his arrival at St. Ignace on Sunday and enjoyed a pleasant chat with Captain Stewart and other friends from the valley. Captain Boynton commands the stanch steamer Algomah, is jovial, hale and hearty, and with his estimable wife enjoys life in this historical region. SHAW.

FRANKFORT.

Special to the Marine Record.

B. Martin & Co.'s tug was launched Saturday, June 4. She is 60 feet long, 13 feet beam, 6½ feet depth of hold. Her boiler is 5 feet shell, 12 feet long; has two engines, 8 by 11, and turns a 4½ feet wheel. She is named John Cowan, in honor of the commander of the schooner Arnie O. Hanson. The tug will be employed in harbor towing and the fish trade.

The U. S. revenue cutter Andrew Johnson arrived on the 4th and is anchored in the harbor, receiving a coat of paint.

U. S. lighthouse supply steamer Dahlia called here May 30 with supplies for pier light.

A crib was sunk at the end of south harbor pier Saturday, giving us another fifty-feet extention.

The tower of the harbor lighthouse is being painted black.

The revenue cutter brought a fine boat for use of the keeper of Frankfort life-saving station. BURMEISTER.

CHICAGO.

Special to the Marine Record.

Lumber freights have an upper tendency.

At the Chicago Dry Dock Co.'s, the steambarge Fayette was on dock for a new Trout wheel; the schooner Mary D. Ayer received a new bowsprit, jibboom, cathead, sprit-sail yard, martingale, some new stachions, stringer and rail, and bulwarks forward and a new forecastle deck; the schooner Ann Maria had her center board box calked; the schooner H. W. Sage new tressel trees; the schooner Ahira Cobb a new rudder stock; the barge Isaac Stephenson had her decks calked; the steambarges Josephine and Luella Worthington received new fenders.

At Miller Brother's Dry Dock Co.'s, the fine schooner yacht Countess went out of dock Tuesday afternoon after receiving a rebuild, comprising new frames and outside planking, new center board box and new foremast; the sloop yachts Minnie M. and Clio and schooner yacht Argo which had been hauled out for the winter, were launched Tuesday and will be fitted out at once; the schooner Orkney Lass went out of dock Tuesday afternoon; she has undergone a large amount of repairs; the schooner Moselle is on dock and will receive about 14 strakes of new outside plank; the propeller Peerless was in dock and received a new blade to her wheel; the tug Robert Tarrant received a new pintle to her rudder and had her stern bearings fixed; the propeller W. J. Averill and steambarge Annie Laura were in dock and had stern bearings fixed; the steambarge S. C. Hall was in for a new wheel; the sloop yacht Frolic to have her bottom cleaned and painted; the tugs Stanwood and Crawford were at the derrick and had their stern bearings fixed.

The steamship Susquehanna, Captain James Todd, arrived at this port Saturday evening at 9 p.m. She unloaded merchandise at the Anchor Line Co.'s dock during the night and went to the Pennsylvania Coal Co.'s dock at May street, where she commenced unloading her cargo of nearly 1,000 tons of coal at 8 a.m. Sunday morning and finished at 5 p.m. Sunday evening. She went to an elevator and took on 80,000 bushels of grain, and to the Anchor Line dock for merchandise Monday and left for Buffalo. She experienced about 13 hours delay from fog on her way up but arrived five or six hours ahead of the steamship Jewett, which left Buffalo about 3 hours ahead of her.

The new steambarge Alice M. Gill, Captain Geo. Robertson, which arrived here from Sutton's Bay with 225 cords of wood last week, made the run in 28 hours, on 14 cords of slabs; her captain and owner consider her the biggest little boat afloat and that for carrying capacity and saving of fuel her equal cannot be found on the lakes for her size. Two trips before this she carried 7,500 cedar ties and 10,000 cedar posts.

Several meetings of vessel men have been held during the past week, with reference to Mayor Roche's suggestion, to close the bridges over Chicago river eighteen hours out of twenty-four, and opening them only from 12 at midnight until 6 a. m. Those present at the meetings protest earnestly against such an unreasonable proceeding, feeling that the vast lake commerce now brought to this port would be driven away, as vessels would go to other ports where there was no such delay from bridge closing. The City of Chicago was made by lake commerce and millions of dollars have been invested in elevators, coal docks, lumber yards, etc., which would be almost valueless if the mayors suggestion should be put in force, in addition to which thousands of men would lose their employment. Have the city authorities the right to deprive vessel men and all connected with vessel property, directly or indirectly, of their vested interests to such an unreasonable extent. Chicago river has always been a navigable stream. An old lake captain who took a load of wood up the river as far as Main street bridge, in the schooner P. Hayden, drawing 8½ feet of water, in 1848, says the river averaged from 14 to 16 feet depth of water, although it was narrower than now and that the water in the river did not become shallow until the sewers built by the city ran into it. The stone for building the lock at Bridgeport, built prior to 1848, was conveyed there on the schoener Juniata Patten. Surely vessel men have some rights which should be respected, as well as the various railroad and other companies who come here and get possession of all they require by getting on the right side of the city magnates who represent or misrepresent the people's interests. All those interested should fight the question to the bitter end and appeal to the federal courts where they may obtain justice, if it cannot be obtained here.

C. E. Kremer, chairman of the committee that was appointed by the vesselmen to confer with council committees to whom Mayor Roche's suggestion in regard to closing the bridges was referred, had a long talk Monday with Ald. Deal, chairman of the committee on harbor and bridges. Ald. Deal assured Mr. Kremer that the vesselmen would be given every opportunity they desired to present their arguments before his committee, and said he hoped they would be able to make such a showing with facts and figures that all who are not familiar with the marine interests of Chicago would be able to comprehend just how the vessels would be affected by the day closing plan. Having sailed the lakes for sixteen years, Ald. Deal is disposed to deal fairly with the vesselmen.

The schooner Ellen Williams, Captain Oliver Swanson bound for Menominee light arrived back in port Wednesday morning, in tow of the Canadian steambarge Erin. The Williams left Chicago Tuesday at 3 p. m. and at 11:20 p. m., when about thirty-two miles north half east of Chicago. She was run into by the steambarge, the schooner had her bowsprit and bowstayes carried away also some stanchions, cathead chock and hawsepipe on the port side. The steambarge received considerable damage to her cabin and main and upper rail and stanchions on her port side. There was a thick fog and the wind was very light at the time of the accident the schooner only just making headway and Captain Swanson, only prevented his vessel from being struck amidships and probably sunk by putting her helm to port. The barges Jesse Scarth and Maggie were in tow of the steambarge at the time of the accident.

Under continued good demand for tonnage and rather limeted response, lake freights ruled firm. Charters per line boats were made on a basis of 4¼ cents for corn and 4½ cents for wheat to Buffalo. So active, however, was inquiry for vessel room, that in later engagements 4½ cents was obtained on corn.

Out of a total elevater storage capacity of 28,850,000 bushels grain, there is stored here nearly 22,000,000 bushels. It will be seen, therefore, that at present time there is not much margin for receivers to fall back upon and there is little surprise that capacity commands a premium.

Captain M. Giffney is doing well with his new purchase, the schooner Ann Maria. He left Milwaukee on May 1st with wheat for Chicago, took on a load of corn at this port for Sarnia, brought back a load of lumber from Cheboygan to Chicago, left again light for Masonville and loaded lumber and arrived here on the 29th of May, and left again for Masonsonville on June 2d.

WILLIAMS.

KINGSTON.

The M. T. Company's new barge Brandon will be launched about the end of next week. She will have three spars, trade between Montreal and Duluth, and is capable of carrying 45,000 bushels of grain. This is the second barge built lately by the M. T. Company that has been christened after a north west town.

(Continued on 5th page.)

FLOGGING SCENE ON AN AMERICAN MERCHANT SHIP.

Written for the Marine Record.

BY C. M. FLYNN.

NO. VI.

[*Concluded.*]

At these words, which I never shall forget, my blood ran cold. I could look on no longer. Disgusted, sick, and horror-stricken, I turned away and leaned over the rail and looked down into the water. A few rapid thoughts of my own situation, and of the prospects of future revenge, crossed my mind; but the falling of the blows and the cries of the man called me back at once. At length they ceased, and turning round I found that the mate, at a signal from the captain, had cut him down. Almost doubled up with pain, the man walked slowly forward, and went down into the forecastle. Every one else stood still at his post, while the captain, swelling with rage and with the importance of his achievements walk the quarter deck, and at each turn, as he came forward, called out to us:

"You see your condition; you see where I have got you all, and you know what to expect! You have been mistaken in me; you didn't know what I was; now, you know what I am; I'll make you toe the mark, every sort of you, or I'll flog you all, fore and aft, from the boy up; you've got a driver over you; yes, a slave driver, a negro driver; I'll see who'll tell me he isn't a negro slave!"

With this, and like matters, equally calculated to quiet us, and to allay any apprehension of any future trouble, he entertained us for about ten minutes, when he went below. Soon after John came aft, with his bare back covered with stripes and wales in every direction and dreadfully swollen, and asked the steward to ask the captain to let him have some salve or balsam to put on it.

"No," said the captain, who heard him from below; "tell him to put his shirt on, that's the best thing for him, and pull me ashore in the boat. Nobody is going to lay up on board this vessel." He then called to Mr. Russell to take these two men and two others in the boat and pull him ashore. I went for one. The two men could hardly bend their backs, and the captain called out to them to "give way, give way!" but finding they did their best, he let them alone. The agent was in the stern sheet, but during the whole pull, a league or more, not a word was spoken. We landed; the captain, agent, and officer went up to the house and left us with the boat. I and the man with me stayed near the boat, while John and Sam walked slowly forward and sat down on the rocks. They talked some time together, but at length separated, each sitting alone. I had some fears of John. He was a foreigner, violent tempered, and was suffering, and he had his knife with him, and the captain was to come down alone to the boat; but nothing happened, and we went quietly on board. The captain was probably armed, and if either of them had lifted a hand against him they would have had nothing before them but flight and starvation in the backwoods of St. Helena, or capture by the soldiers and Indian bloodhounds, whom the offer of twenty dollars would have set upon them.

After the day's work was done we went down into the forecastle and ate our plain supper; but not a word was spoken. It was Saturday night, but there was no song, "no sweethearts and wives." A gloom was over everything. The two men lay in their berths, groaning with pain, and we all turned in, but for myself there was no sleep. A sound, coming now and then from the berths of the two men, showed that they were awake, as awake they must have been; for they could hardly lie in one position a moment. The dim, swinging lamp of the forecastle shed its light over the dark hole in which we lived, and many and various reflections and purposes coursed through my mind. I thought of our situation, living under a tyranny, of the character of the country we were in, of the length of the voyage, and then, if we should return, of the prospect of obtaining justice and satisfaction for these poor men; and vowed that if God should give me the means, I would do something to redress the grievances, and relieve the sufferings of that poor class of beings of whom I then was one.

The excitement which immediately followed the flogging scene soon passed off; but the effect of it upon the crew, and especially upon the two men themselves remained. The different manner in which these two men were affected, corresponding to their different characters, was not a little remarkable. John was a foreigner, and high-tempered, and though mortified, as any one would be at having the worst of an encounter, yet his chief feeling seemed to be anger; and he talked much of satisfaction and revenge if he ever got back to Boston; but with the other it was different. He was an American, and had had some education, and this thing coming upon him, seemed completely to break him down. He had a feeling of the degradation that had been inflicted upon him, which the other man was incapable of. Before that he had a good deal of fun in him, and amused us often with queer negro stories (he was from a slave state,) but afterward seldom smiled, seemed to lose all life and elasticity, and appeared to have but one wish, and that was for the voyage to come to an end. I have often known him to draw a long sigh when he was alone, and he took but little part or interest in John's plans for satisfaction and retaliation.

The flogging was seldom, if ever, alluded to by us in the forecastle. If any one was inclined to talk about it, the others, with a delicacy I hardly expected to find among them, always stopped him or turned the subject. But the behavior of the two men, who were flogged, toward one another showed a delicacy, and a sense of honor which would have been worthy of admiration in the highest walks of life. Sam knew that the other had suffered solely on his account, and in all his complaints he said that if he alone had been flogged, it would have been nothing; but that he never could see that man without thinking what had been the means of bringing that disgrace upon him; and John, never by word or deed, let anything escape him to remind the others that it was by interfering to save his shipmate that he had suffered.

CLAIM OF LICENSED OFFICERS.

Sepcial Correspondence to the Marine Record:

DETROIT, June 4.

The legislative committee of the M. E. B. A. will see that the bill for the refunding of the license fees to the licensed officers of merchant marine which was unjustly collected by the government and paid into the treasury is introduced at the next congress. This bill was presented and referred to the committee on claims of the last congress and reported favorably by the committee and placed on the calendar of the house of representatives, but on account of the accumulation of bills it could not be reached. When the committee visited Washington in January, they called on Representative T. E. Tarsney, by whom the bill was introduced. He informed the committee that the bill could not be reached at the then present session, but could be so placed on the calendar of the next congress, so that it would be either passed or rejected, and the licensed officers would then know what congress intended to do as to paying their just claim. Hon. Mr. Tarsney introduced the members of the committee to several members of congress who will also be members of the next congress, all of whom acknowledged the justice of the claim. Mr. Tarsney will take charge of the bill, and make every effort to have it passed. Every licensed officer should see as many members of congress as they can, and urge them to use their influence to have the bill brought to a vote.

The M. E. B. A. has been to all the expense in having this bill presented. Can not the pilots and captains, who are equally as much interested as the engineers, do something? Several of the captains and pilots on the lakes said they would be willing to contribute something to have the committee visit Washington, and urge the claim of the licensed officers. Can not they do this, and appoint some one in each marine port to take charge of such funds as are contributed to pay the committee's expenses? The marine engineers will send a committee, and if the captains and pilots will do likewise congress would, without a doubt, pass the bill for the refunding of the license fees, for they were collected from the licensed officers of the merchant marine after all other tax on labor was repealed. Captain Thos. Wilson, of Cleveland, would, I think, take charge of such funds as might be contributed.

I also enclose a copy of the bill which was introduced at the last session of congress, and will also be introduced at the next. Any information will be furnished by

JAS. H. REID,
Engineer, Steamer City of Cleveland.

[Copy.]

Forty-ninth congress, first session, H. R., 1223.

In the HOUSE OF REPESENTATIVES, January 5, 1886.

Read twice, referred to the committee on claims, and ordered to be printed.

Mr. Tarsney introduced the following bill:

A bill.—For the relief of captains, pilots, engineers, and mates of steam vessels:

Be it enacted by the senate and house of representatives of the United States of America, in congress assembled:

That the secretary of the treasury is hereby authorized and directed, under such rules and regulations as may be by him adopted, to cause to be refunded and paid, out of any money in the treasury not otherwise appropriated, to any captain, pilot, engineer or mate of steam vessels, their heirs, executors, administrators, agents, or assigns, the several sums paid by them respectively to the United States as lisense fees, and for certificates authorizing them to prosecute their occupations, and for renewals of the same, from June 8, 1864 to April 5, 1882, less the sum of fifty cents for each certificate of license or renewal of the same, issued by the inspectors of steamboats of such captains, pilots, engineers and mates, during said period.

Besides illustrating the difference in people, the following from the Duluth News, contains a good hint to people on shipboard: "What a difference there is in the people to be found on board ship. Take for instance, some old weather-beaten tub of a schooner, that will rate x75, and a shore hail regarding amount of cargo is apt to be answered by a surly individual with: "Don't know; ain't got time to find out." Now, for the opposite: The marine editor of the News reached a point on the docks opposite the propeller Josephine, and, seeing no one on board, hailed the vessel. A reply in a feminine voice was quickly given: "We're from Lorain, but I can't tell exactly how much coal we have on board; wait a moment and I will ask my husband." The news gatherer, in order to save the lady any further trouble, clambered over a very skittish ladder and went on board the vessel. The desired information was quickly given, and the lady lent an air of homelike pleasantness to the beautifully clean and tidy vessel. The galley or kitchen was as clean as a parlor, and every pot, pan, dish and plate was as shiny and clean as it could possibly be."

NAVIGATION LAWS OF THE UNITED STATES.

Sec. 4187. Every collector or officer who knowingly makes, or is concerned in making, any false register or record, or who knowingly grants or is concerned in granting, any false certificate of registry or record of or for any vessel, or any other false document whatever touching the same, contrary to the true intent and meaning of this title, or who designedly takes any other or greater fees than are by this title allowed, or who receives any voluntary reward or gratuity for any of the services performed, pursuant thereto; and every surveyor or other person appointed to measure any vessel, who willfully delivers to any collector or naval officer a false description of such vessel, to be registered or recorded, shall be punishable by a fine of one thousand dollars, and be rendered incapable of serving in any office of trust or profit under the United States.

Sec. 4188. If any person authorized and required by this title to perform, as an officer any act or thing, willfully neglects to do or perform the same, according to the true intent and meaning of this title, he shall, if not subject to the penalty and disqualification prescribed in the preceding section, be punishable by a fine of five hundred dollars for the first offense, and by a like fine for the second offense, and shall thenceforth be rendered incapable of holding any office of trust or profit under the United States.

Sec. 4189. Whenever any certificate of registry, enrollment, or license, or other record or documents granted in lieu thereof, to any vessel, is knowingly and fraudulently obtained or used for any vessel not entitled to the benefit thereof, such vessel, with her tackle, apparel, and furniture, shall be liable to forfeiture.

Sec. 4190. No sea letter or other document certifying or proving any vessel to be the property of a citizen of the United States shall be issued, except to vessels duly registered, or enrolled and licensed as vessels of the United States, or to vessels which shall be wholly owned by citizens of the United States, and furnished with or entitled to sea letters or other custom house documents.

Sec. 4191. Every person who knowingly makes, utters, or publishes any false sea letter, Mediterranean passport, or certificate of registry or who knowingly avails himself of any such Mediterranean passport, sea letter, or certificate of registry, shall be liable to a penalty of not more than five thousand dollars, and, if an officer of the United States, shall thenceforth be incapable of holding any office of trust or profit under the authority of the United States.

Sec. 4192. No bill of sale, mortgage, hypothecation, or conveyance of any vessel, or part of any vessel, of the United States, shall be valid against any person other than the grantor or mortgagor, his heirs and devisees, and persons having actual notice thereof, unless such bill of sale, mortgage, hypothecation, or conveyance is recorded in the office of the collector of the customs where such vessel is registered or enrolled. The lien by bottomry on any vessel, created during her voyage, by a loan of money or materials necessary to repair or enable her to prosecute a voyage, shall not, however, lose its priority, or be in any way affected by the provisions of this section.

Sec. 4193. The collectors of the customs shall record all such bills of sale, mortgages, hypothecations or conveyances, and, also, all certificates for discharging and canceling any such conveyances, in books to be kept for that purpose, in the order of their reception; noting in such books, and also on the bill of sale, mortgage hypothecation, or conveyance, the time when the same was received; and shall certify on the bill of sale, mortgage, hypothecation, or conveyance, or certificate of discharge or cancellation, the number of the book and page where recorded; and shall receive, for so recording such instrument of conveyance or certificate of discharge, fifty cents; but no bill of sale, mortgage, hypothecation, conveyance, or discharge of mortgage or other incumbrance of any vessel, shall be recorded, unless the same is duly acknowledged before a notary public or other officer authorized to take acknowledgment of deeds.

Sec. 4194. The collectors of the customs shall keep an index of such records, inserting alphabetically the names of the vendor or mortgagor, and of the purchaser or mortgagee, and shall permit such index and books of records to be inspected during office hours, under such reasonable regulations as they may establish, and shall when required, furnish to any person a certificate, setting forth the names of the owners of any vessel registered or enrolled, the parts or proportions owned by each, if inserted in the register or enrollment, and also the material facts of any existing bill of sale, mortgage, or other incumbrance upon such vessel, recorded since the issuing of the last register or enrollment, viz., the date, amount of such incumbrance, and from and to whom or in whose favor made. The collector shall receive for each such certificate one dollar.

Sec. 4195. The collectors of the customs shall furnish certified copies of such records, on the receipt of fifty cents for each bill of sale, mortgage, or other conveyance.

Sec. 4196. All bills of sale of vessels registered or enrolled, shall set forth the part of the vessel owned by each person selling, and the part conveyed to each person purchasing.

Paris and Manchester having both resolved on a ship-canal, it now appears that Brussels is determined not to be behindhand, and, therefore, a proposal has been made to the municipality to construct a ship-canal to the Scheldt, having a depth of 6½ metres, with quays sufficiently capacious to allow twenty ships of 2,500 tons each to unload or load, and the whole is to be connected with the great Belgian lines of railway. The scheme is a bold one, but the company who undertake it—if it is carried out—is an English one, and the contractors and workers will doubtless be English, too. While on this subject we may mention that such another scheme is about to be attempted in South Russia by the cutting of a canal across the Isthmus of Perekop, to connect the Sea of Azov with the waters of the Black Sea. By this plan a saving of one hundred miles of very rough sailing will be effected, and more especially the dangerous passage of Ketch, which, in winter, is constantly closed by ice. It is supposed that the making of this canal will greatly improve the coal and salt trades of Donetz and Odessa, which alone, in a commercial point of view, is a matter of the highest importance.—Chamber's Journal.

LAUNCH OF THE ST. JOSEPH.

The T. W. Harvey Lumber Co.'s fine steambarge St. Joseph, which has been remodeled and rebuilt at Manitowoc, was successfully launched on the 23d of May. The old ceiling, all partially decayed frames and floor timbers were taken out; also, main keelson, deck and frames. A number of new floor timbers of 6-inch flitch, reaching from bilge to bilge, have been put in to replace the old. The new main keelsons consist of two, 14 by 14, and one 12 by 12, on top of each other, making a depth of 40 inches; sister keelsons 12 by 14, all extending from stem to stern; two floor keelsons on each side from the engines forward, 14 by 14, and 12 by 14. All defective timber in her frames was replaced by new, and extended above the old gunwale 6½ feet, well connected with the remaining old frames by long laps, thus making the depth of hold 12 feet 3 inches instead of 8 feet as before. Her stern has been lengthened, new piece of keel aft, new stern post and all new stern, to about 50 feet forward of stern post. The size of her ceiling is as follows: Ten feet of floor 3 inches; four strakes of bilge 7 by 5 inches, six feet of ceiling 5 by 7 inches, five feet of clamps 8 by 11 inches, consisting of five strakes. The shelf pieces are in four strakes, three strakes 5 inches and one 6 inches thick, the last notched into beams 1 inch, making them flush underneath to receive knees. The deck beams are 10 by 10 in center, and 7 by 10 at the ends and placed 30 inches from center to center except under the boiler, which is on deck, where they are notched closer, and all are connected with iron straps to hold the stanchions, and the latter are firmly connected with main keelson. Breast hooks, two in each end, and placed in the most advantageous positions, complete the repairs in the hold. The greater part of her planking on the bottom was found in excellent condition except forward and aft, where the planking was taken off and new put on. She also received thirteen strakes of new planking on her sides, extending from light-water mark to the gunwale, 4 inches thick and on an average of 6½ inches wide except two strakes to receive tender strakes which are 10 inches wide. The outside and inside stringers under the rail consists of five strakes 6½ inches wide and 5 inches thick, scarped and edge-bolted, and between those and the gunwale on the outside are five strakes of 4 inches, and on the inside two strakes of 4 inches, and water way 7 by 10 inches, all well calked; and in order to allow free egress for water coming on deck ten iron scuppers are provided, of a square foot aperture each. The ceiling is thoroughly edge-bolted and square fastened, and is done in the most complete and careful manner, no wood or iron having been spared to make her as strong as any boat afloat. The main deck is of 4 by 6 inch pine. The cabin, boiler room and engine-room are to be reconstructed and improved as to conveniences and appearance. Her rig will be one mast 75 feet long, with a good spread of canvas.

The work has been done by H. M. Scove, of Manitowoc, who laid down and remodeled the boat, under the supervision of John A. Connelley, her master. The machinery has been remodeled and improved, from a high pressure to a compound, by the well-known marine engine works of Robert Tarrant, of Chicago, and erected by Jas. McGuirk, her engineer. Everything about her has been done by skilled workmen, in the most substantial and workmanlike manner, and for strength and regularity of outline she will have no superior on the lakes.

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Commencing Monday, May 16, 1887. The time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*2 55 A M
No 8, N. Y. B & A Express	*8 30 A M	*3 55 A M
No 26, Elyria Accommodation	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 45 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 45 A M
No. 10, New York & Boston, "Flyer"	.....	*11 35 A M
No 12, N Y & B Fast Express	*2 20 P M	2* 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 15 A M
No. 23, Cleveland Express	*2 15 A M	
No 3, Chicago Express via "	§5 20 A M	5 35 A M
No 25, Mich Accom Norwalk	.....	†5 35 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 50 A M	*10 55 A M
No 9, Chi Pac Ex via Norwalk	*6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:15 a. m. and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

A local Cleveland and New York sleeper, also sleeper for Boston, and dining car daily on No. 10, leaving Cleveland at 11 35 A M.; arrive Grand Central depot, New York, 7.30 a. m.

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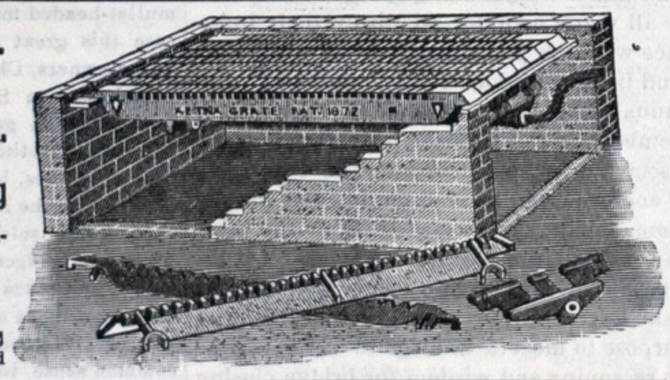

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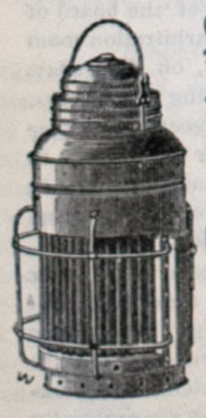

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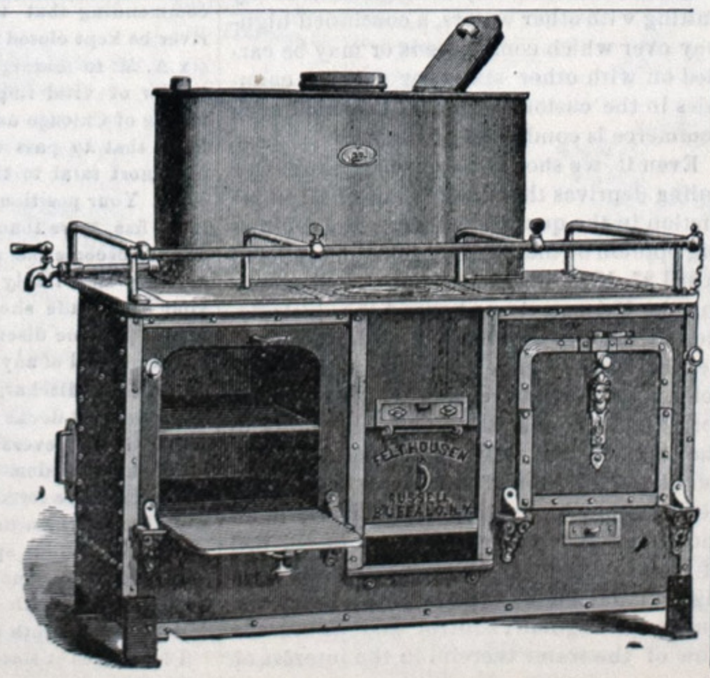

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CLEVELAND, O., THURSDAY, JUNE 9.

CHICAGO BRIDGE OBSTRUCTION.

Chicago, through the mayor and council, proposes to close all the bridges over the different branches of the river against navigation eighteen hours out of twenty-four, that is, vessels will have but six hours, between midnight and 7 o'clock a. m. in which to enter and clear or to get to their docks. That this unwise action, in case such action prevails, will entail delay, damage and disaster to all industries connected with shipping on the lakes and to the business of Chicago, can not be questioned, and we are surprised at the attitude of the mayor and the council of that city in the premises, when it is considered that its water commerce has added more to its growth, prosperity and wealth than any other factor. In truth, Chicago's lake trade has built up the city. It has made Chicago the metropolis of the west, and whatever action the city officials take to the detriment of that trade will surely react against her. The proposition of closing the bridges, following so closely after the enforcement of the interstate commerce bill, and the decision of the commissioners that section 4 shall not be suspended during the season of navigation and enforced when navigation is closed, leads us to believe that the railroads are at work with their influence, and in a quarter where it will do the most good.

Let us look at this question in a practical way. We will acknowledge that the travel over these Chicago bridges by teams and footmen is immense, and that the river, by its serpentine course, necesstates many bridges. In case all of these bridges were opened to navigation by ordinance and land traffic cut off for ten hours, complaint would soon be made and the hours set apart for navigation would soon be encroached upon. On the other hand, this arbitrary action would serve to destroy the entire system of all the passenger lines out of Chicago and cause the direct loss of thousands of dollars, and weeks of time to the freight carriers which supply Chicago with iron ore, lumber, and other merchandise; not only this, but it would greatly delay the shipment of grain and other commodities. As Captain Owen says, "the masses have no conception of the damage that would result from a blockade of the river," and we do not hesitate to say the mayor is in the same boat. We believe that the Chicago system of swinging the bridges has been wrong from the beginning. There is no other city on the chain of lakes that reports so many arrivals and clearances as Chicago, neither is there another city that reports so many bridge accidents. Why should Chicago have more bridge accidents than other cities? First, the bridges do not swing promptly; second, more craft seek egress and ingress; third, there is not sufficient room to maneuver. In other cities where the passages are numerous the bridges are handled by steam—that is, they prefer in this way to bid for the commerce rather than repulse it; and they go to this expense without being able to estimate one-half the passages that Chicago can report daily, say, from 80 to 100 vessels.

By a close estimate no less than 26,000 vessels entered and cleared at Chicago custom house, representing a tonnage of 10,000,000 tons during the year 1886. This is a figure of which Chicago should be proud, and Mayor Roche should not close his eyes against it. But everything is comparative. In following this truism we place against the above figures the following table, which is approximately correct:

Ports.	No. Vessels Ar.			No. Vessels Cleared			Joi't Total
	For-eign.	Coast wise	Total.	For-eign.	Coast wise	Total.	
Baltimore...	700	1450	2150	820	2100	2820	4970
Boston.....	3000	820	3820	2600	1050	3650	7470
New York...	6300	2000	8300	5600	3600	9200	17500
New Orleans.	820	330	1150	790	380	1170	2320
Philadelphia.	1100	730	1830	880	1350	2230	4060
Portland & Falmouth.	400	480	880	530	380	910	1790
San Francisco	880	320	1200	850	480	1330	2530
Total.....	13200	6130	19330	12070	9340	21310	40640
Chicago.....	140	13200	13340	360	12300	12660	26000

Chicago has 2860 more than the combined aggregate of Baltimore, Boston, New Orleans, Philadelphia, Portland, Falmouth, and San Francisco.

Chicago has 1030 more than the combined aggregate of New York and Boston.

Chicago has 1210 more than New York, Baltimore and New Orleans.

Chicago has 120 more than the combined aggregate of New York, Philadelphia, San Francisco, Portland, and Falmouth.

Now, when we consider that the port of Chicago is open but about seven months in the year, whereas the ocean ports are open the year round, these figures can not but be useful as comparison and may be instrumental in showing the enormous value of lake traffic of the city of Chicago if laid before officials who have this bridge closing question in hand.

Mayor Roche's principal argument seems to be that our lake vessel owners should be able to conform their business to the will of the city in opening and closing the bridges, as the ocean going ships, so he says, conform their movements to the ebb and flow of the tides. This view proves that the mayor, like the masses, is ignorant of the requirements of both ocean and lake vessels. While we are prepared to acknowledge that many of the sea-going vessels are of heavier tonnage than those of the lakes, the majority, in numbers, trading between ocean ports are of very light draft and not obliged to wait for the tides; they can sail at any hour that is convenient to them, beside a bridge, an impassable obstruction to navigation in a narrow channel, should not be compared to the tides and a limitless harbor.

The legal phase of this obstruction to navigation will stand some discussion. Sec. 2475 R. S. says: "All navigable rivers within the territory occupied by public lands shall remain and be deemed public highways; and in all cases where the opposite banks of any streams not navigable belong to different persons the streams and bed thereof shall be common to both."

In regard to navigable rivers the supreme court of the United States has defined that, "Those rivers must be regarded as public navigable waters in law which are navigable in fact, and they are navigable in fact when they are used, or are susceptible of being used, in the ordinary condition as highways of commerce over which trade or travel are or may be conducted in the customary modes of trade or travel on water. And they constitute navigable waters of the United States, within the meaning of the acts of congress, in contradistinction of the navigable waters of the states, when they form in their ordinary condition, or by themselves, or by uniting with other waters, a continued highway over which commerce is or may be carried on with other states or foreign countries in the customary modes in which such commerce is conducted by water."

Even if we should acknowledge that this ruling deprives the government of all jurisdiction in the question at issue, the following opinion of the attorney general, rendered April 27, 1880, places the right of obstructing the Chicago rivers beyond the jurisdiction of the city of Chicago. The attorney general says: "The proprietorship of the soil under navigable waters within the territorial limits of a state belongs absolutely to the state, subject only to the rights surrendered by the constitution to the general government." Again, "The property of an individual on a bar or other part of the bed of a navigable river, is subject to the public right of navigation, and to the right of the public to regulate, control and direct the flow of the water therein, in the interest of navigation (not in any other interest) and when the stream is a navigable river of the United States, the right thus to regulate, control and direct the flow of the waters belongs to congress. Damage resulting to the individual proprietor from the exercise of that right is not a proper subject of compensation."

We, therefore, believe that there are good grounds for holding that any action taken by the city of Chicago looking toward the obstructing of a navigable river by the permanent closing of bridges will not be legal and can be enjoined.

THE INFLUENCE OF COMBINED INTERESTS.

At no time in the history of lake navigation has the diversified interests of owners of vessel property required an organization or a head more than is now apparent, an organization that is general, extending from the St. Lawrence to the head of lake navigation, and no one in this interest should hesitate or delay to recognize this self-evident fact. The Lake Carriers' Association during the time it has been in existence, has proved itself worthy of the confidence and membership of all vessel owners, and every one who is eligible to become a member should unite with it and assist in extending its influence. The property vested in lake navigation is too large at this time to be compelled to trust to luck and personal effort for justice, especially as there are well organized bodies, with wise leaders, working systematically to defeat it in the lists of commerce. The move in Chicago to close the bridges against vessels may be in favor of electric light companies; it may be in favor of the railroads, or for the benefit of the great wheat corner, or the street traffic of that populous city. But whoever is to profit by it, the move certainly, if carried out, will be a severe blow to lake traffic, and demands immediate attention and united action on the part of vessel owners. In the Lake Carriers' Association we have an organized body and an influential one, and many schemes, designed to injure lake carrying interests, have been frustrated by its prompt action. Then, what is more natural than that this association should be called into the field to protest against the enactment of an ordinance like that proposed in the Chicago council, an ordinance which, if adopted and enforced, will be an eternal reproach to that ever enterprising city. No protest of individuals, of the Chicago board of trade, of local committees, or of good sense have thus far had any influence in changing the intention or views of Chicago's new mayor. We do not believe that there is any industry in Chicago affected by the bridge-closing question that represents so much wealth and business to the city as that of her lake commerce. Chicago interests are not the only interests influenced in this situation, but every port whose vessels trade to that busy mart. That being recognized as true by all vessel men, let all throw their influence with the Lake Carriers' Association; send in applications for membership. The annual dues are nominal, the benefits of membership can be made universal, and the association, which does not aim to disturb or encroach on local organizations in the same behalf, can be made one of the most powerful in the country for good. On invitation of the Chicago vessel owners, the Lake Carriers' Association has declared its purpose to meet in Chicago to-day to oppose by reasoning and wisdom the bridge closing problem, and being a matter of great importance to lake carriers every member should be present.

The Lake Carriers' Association, through its president, S. D. Caldwell, has addressed the following letter to Mayor Roche on the subject:

Sir—I am informed that you yesterday sent a communication to the Chicago city council recommending that the bridges in the Chicago river be kept closed to vessels continuously from six A. M. to midnight of each day. This is a matter of vital importance to the marine interests of Chicago and of the great lakes. I believe that to pass such a measure now would be almost fatal to the lake commerce of your city. Your position at the head of this chain of lakes has, more than anything else, enabled Chicago to become the metropolis that she now is, and any step likely to seriously interfere with your lake trade should be taken only after the fullest possible discussion and investigation.

Each vessel of any size reaching your city has, as a rule, to discharge and receive cargo at from three to eight docks in different localities, making a stay of several hours at each place. To allow them freedom of motion from dock to dock at no time save for six hours in the dead of night would make them lie idle eighteen hours out of every twenty-four spent in Chicago. No vessel could afford to come to such a port at so ruinous a loss of time. with cargoes freely accessible at Milwaukee, Duluth and other points.

I have seen it stated that no hindrance is intended to vessels greater than nature has imposed, in the shape of tides at New York and other seaboard points. Such is not the case. Vessels of heavy draught do indeed have to time their arrival at New York and other ocean cities so as to enter the harbor when the tide is full, but they do not find twenty or thirty other barriers erected all along their line of route, stopping all freight carriers, large or small, from progress save for a few hours each night. Moreover, the full of the tide comes twice a day, whereas this plan allows vessels to enter Chicago only at midnight.

Your Chicago bridge problem is certainly a serious one, deserving earnest and early consideration. But before entering upon such a radical course as this, try changing your present bridges, mostly worked by hand, to draw bridges all worked by steam. You would be amazed to find the difference it would make if your bridges could all open promptly for vessels to pass, and swing quickly around for use again. Had you steam bridges, opening promptly, vessels could pass through and out of the way, under some considerable speed, without, as now, faltering before every draw to see whether it will turn or not, losing way, getting out of course, and hindering themselves and your busy traffic. Steam bridges, opening promptly and turning quickly, would benefit your bridge traffic and your vessel traffic alike, and should certainly be introduced at once.

Have you considered the injury to vested interests in dock property along the Chicago river which this proposed plan would inflict? Also the injury to your Chicago vessel owners? Has your city the right to so obstruct commerce on a navigable stream? I have had no time as yet to investigate this and other points bearing on our rights, nor to consult our managers at other lake points, but, hearing that your proposition may be acted upon on Monday next, June 6th, I write without delay to respectfully petition that decisive action be taken until the Lake Carriers' Association representing the vessel interests of these great lakes shall bo allowed a hearing.

VESSEL OWNERS, says the Toronto Mail will be pleased to learn that the American authorities have abolished the fees for reporting and clearing, and instructions to that effect have been issued to the collectors of customs. Masters are required, however, in each instance, in reporting and clearing, to sign their names to a certificate in book form certifying to the amount which the collector is entitled to, and this, it is said, is to be hereafter paid by the government to the collector, instead of by the vessel owners as heretofore.

THE letter of Mayor Roche, of Chicago, to the council of that city, recommending that the bridges be closed from 6 o'clock in the morning until midnight, eighteen hours out of twenty-four, is sufficient cause for the re-establishment of the belief that the fool-killer is dead. Duluth is sitting on her hills, overlooking the best harbor on the lakes, watching the movements of Chicago in this matter with a complacent air; Milwaukee, from whom Chicago has wrested a great grain trade, begins to feel the grateful thrill that an active lake traffic imparts, and even Green Bay will profit by this sad and mullet-headed mistake of Chicago's officials. In case this great wrong is perpetrated against vessel owners, Chicago cannot possibly hold her proud position in the commercial world. The lake traffic in grain, lumber, coal, ore and immeasurable other commodities, and elegant passenger lines, have made Chicago. If she now kicks away the ladder she must drop. If Chicago would solve the bridge problem, let her build her bridges so that they can be swung by steam, and place men in charge who understand the importance of promptly answering the signals of steamboats to open, and the signs of common sense to close quickly after the steamboat has passed.

THE additions to the lake tonnage this week to which official numbers have been assigned, are steamship Kaliyuga, 1,581 net tons, of China, Mich; paesenger steamer Puritan, 163.09 net tons, of Benton Harbor, Mich.; and tug Eugene A. Galvin, 14.87 net tons, of Buffalo, N. Y. This tonnage, 1,755.63 net, is 1,218.19 tons more than that of all other ports in the United States combined.

THE Lake Shore and Mississippi Valley department of the American shipping and industrial league, will assemble in convention at Cincinnati, June 13th. The bridge problem would be an an eloquent theme for its wisdom.

LAKE CARRIERS' ASSOCIATION.

Sepcial Correspondence to the Marine Record:

There will be a meeting of the board of managers at Chicago, in the arbitration room of Chicago board of trade, on Thursday, June 9, at 5 p. m. The meeting will discuss, among other subjects, the recent ordinance recommended by the mayor of Chicago to the city council, ordering that all bridges in the Chicago river be kept closed daily from 6 a. m. to midnight. In view of the importance of the subject, managers from other lake ports are requested to make a special effort to attend the meeting. Those who can not attend will please write at once to Mr. Ira H. Owen, vice president, a full expression of their views. They are especially

asked to comment on two articles from the Chicago Tribune of Sunday, 5th instant, which may be assumed to fairly state the matter from the mayor's standpoint, though it puts his proposition in a modified form. Secretary Almy will go and act as secretary.

By order of the President,

FRANCIS ALMY, Secretary.

Messrs. S. D. Caldwell, Buffalo, and R. P. Fitzgerald, Milwaukee, are the arbitrators for Mr. Bullard on the Lycoming-Jewett appellate committee. Messrs. Thos. Wilson, Cleveland, and W. P. Henry, Buffalo, represent Mr. Evans. Each of these four gentlemen has been requested to send to the secretary of the Lake Carriers' Association the names of three more disinterested L. C. A. managers, who will be satisfactory to them for the fifth member of the committee, and if any man is chosen by a majority of the four it is agreed that he shall be the final member of the appellate board.

There will be a convention of steamboat owners of the west and southern rivers, and the great northern lakes for the purpose of an interchange of views, and to make such arrangements jointly as will inure to the mutual interest of all steamboat owners; and to that end it is resolved to hold a convention at Cincinnati, Ohio, June 13, 1887, at which the Cincinnati steamboat owners will designate the place of meeting. All interested are respectfully invited to attend.

[*Around the Lakes Continued from 1st Page.*

EAST SAGINAW.

Special to the Marine Record.

Captain Jas. Eldridge, formerly mate of the steamer W. R. Burt, has taken command of the steamer Lucile, Captain Hutchins having resigned.

Mayor Youmans, with a force of workmen, left Wednesday for Grand Marias Lake Superior, to commence work on his government contract to build cribs for the harbor of refuge at that point. The huge barge Wahnapitae has been chartered to carry material and supplies necessary, and the barge left Detroit Monday with ten tons of iron and will go to Oscoda, where she will take on 500,000 feet of timber and then tow to her destination. Thirteen hundred cords of stone will be taken up from Kelley's Island. It will take about three months to complete the work.

The tug Favorite has taken the Wahnapitae in tow, and reports say she is a great puller.

Messrs. Pinet Bros., Harry Shaw and M. Mahar have just concluded the purchase of the barge Norway from Henry Turner, of this city, for $7,000. The Norway is an excellent carrier of 600,000 feet capacity, rates B2 and has been put in excellent shape. Captain Mike Mahar left for Buffalo Monday to take command. She has been placed for the season in the upper lake lumber trade, and will tow with the tug Geo. N. Brady.

The steambarge A. Martini, which arrived from Buffalo on Saturday, made the round trip in eight days, and on thirty-two tons of coal. She had 400,000 feet of lumber and returned with 500 tons of coal. The croakers who laughed at Captain Hunt's scheme, are very badly beaten at the success "Tip" makes of his little 14-square, and there is no doubt but next winter a number of others will enter the scheme.

A Saginaw firm is paying $4 per cord on stone from Kelley's Island to this port, but no one seemed anxious to take it. It is claimed that masters of steambarges are averse to calling for the stone fleet.

Captain Henry Balfour, formerly of the barge Buckeye State, is now master of the barge Myron Butman.

When the steam yacht Iroquois was returning from the Kawkawlin, she ran across a two-masted sail boat just outside of the second range light, capsized, with no one near her. A squall had passed over just a short time before. The Iroquois made a line fast to the sailboat and towed her a distance, but the wind springing up, was compelled to let go. The ill-fated craft's name could not be seen. It began with a "J."

SHAW.

HAMILTON.

A boat containing John Thomson, his wife, his sister-in-law, and three children capsized off Hamilton, Ont., and all were drowned.

The new steambarge built by the drydock company of this place, for P. D. Campbell and Cadell Brothers, of Whitehall, Mich., was launched May 26. Her dimensions are 145 feet over all, 135 feet keel, 29 feet beam, 11 feet hold. She will carry freight and passengers between Whitehall, Montague, and Chicago. New machinery will be put into her before she will be ready to leave.

BUFFALO.

Special to Marine Record

Among the changes in classification are the following: M. F. Butters classed up from A2 to A1; Cumberland, down from A1* to A1½*; Oregon, from A2 to A1. There is a general advance of valuations. The propeller Chauncey Hulburt is increased from $45,000 to $55,000 in value.

Mr. J. S. Bishop of Olean has invented a double screw propeller for vessels which is said to largely increase the speed with the same power. The wheels revolve in opposite directions on the same shaft.

The side wheel steamer Sylvan Stream has arrived in Charlotte from New York to run as an excursion boat between that port and the Thousand Islands. She was built in 1863 and has always run in New York harbor and vicinity. She is much lighter build than our lake craft and has been rated B1½. She is owned by the Genesee River & Ontario Steamship Company.

The Lehigh Valley has leased every inch of land available on the Tifft farm for lumber yards and planing mills, and is now developing more of the property.

Colonel J. E. McIntyre is building a dock on both sides of 2,400 feet of canal No. 3, and Hingston & Woods have been given the contract for dredging that canal and the Cross canal connecting with it. The last contract will necessitate the removal of 250,000 yards of earth. The canal is to be ready for business by the middle of the summer.

The steamer Geo. A. Marsh is going to be stationed on the Eleven foot shoal for a light ship by private parties, and will remain during the season, if she gets sufficient support from vessel owners. She will show a bright light and a red light on her main gaff. The bright light will be 25 feet above water and the red light nine feet above the bright light. In thick weather she will blow one long blast and one short blast with her whistle every four minutes. She will be anchored right at the can buoy.

The ferry steamer Watertown, running from Ferry street to Fort Erie, was tied up by the Canadian authorities last Saturday night on account of a test of her boiler not proving satisfactory. The yacht McIntire was put on in her place. She will be ready again in a day or two.

Messrs. Hingston & Woods began Saturday on their contract for dredging canals at the Tifft farm. The work includes deepening the channel in front of the iron dock near the turnpike bridge, opening the cross canal at the south end to the full width of 200 feet, and also canal No. 3, both of which are now open in part only wide enough for small tugs. This will occupy two dredges all the season and will double the present Tifft farm dockage. Col. McIntire is busy docking canal No. 2. It is believed that eventually the lumber interests of the city will all move to that section and form a veritable lumber city, connected as nearly in one as possible with the Ganson street decks. Hingston & Woods are at work on the dam in the Hamburg also. When that is out the state dredge will go to work further down and clean the canal all out.

The bridge leading to the Tifft farm docks gave way Tuesday morning, cutting of rail connection. The draw is blocked so that the steamer George Spencer could not get through to load railroad iron as intended. The schooner Ironton is above the draw. She is getting loaded with iron but cannot get out for a day or two. The Spencer takes coal instead.

The schooner Vought is waiting the arrival of Peter Wex, her managing owner, before going into a dock for survey.

Milwaukee parties are here figuring to buy the harbor tug Orient.

BENTON HARBOR.

Special to the Marine Record.

The passenger propeller Puritan, built for the Graham & Morton Transportation Company, was launched May 25. Her dimensions are as follows: Length over all, 175 feet; keel, 165 feet; depth of hold, 13 feet; breadth of beam, 23 feet. The engines are fore-and-aft compound, 700 nominal horse power, the cylinders being 22 and 42 by 30 inches; the shaft is nine inches in diameter and the wheel measures nine and one-half feet diameter with a sixteen foot lead, to average 150 revolutions per minute, which can be increased to 165 if necessary to develope a speed of 18 miles per hour. The boiler is double riveted, of Otis steel, 8½ by 16 feet and is calculated to carry 125 pound at an ordinary working pressure, with a consumption of coal ranging from half a ton to three quarters of a ton per hour. The Puritan has a Providence pump brake rachet windlass and Emery & Cheney's surge relievers from the American Ship Windlass Company, Providence, R. I. There are three cabins. The lower one is located forward of the engines, and will contain dining room, kitchen, and eighteen state-rooms. The main cabin occupies the space between decks, and extends the full length of the vessel, and is principally seated for day passengers. The upper cabin or grand saloon includes the full upper promenade deck and nearly equaling in length the main cabin. The grand saloon will be finished with beautiful designs, and seated with luxurious seats such as are used in sleeping coaches, and will be arranged that they can be converted into commodious berths, arranged in sections. The passenger capacity is placed at 500. The Puritan will cost, when completed, about the 15th of June, close on to $80,000. She will run between Benton Harbor, St. Joseph and Chicago, in connection with the propeller Lora and Captain Stines will command her and will endeavor to prove that she is the fastes boat on fresh water.

SAULT STE. MARIE.

The schooner J. H. Mead, bound for Chicago, collided with the schooner J. G. Masten, in tow of the steambarge Keystone, bound for Lake Superior, off Presque Isle, Lake Huron, Sunday night, during thick weather. The Mead struck the Masten forward of her foremast in the starboard side, cutting through the rail and covering board and carrying away her entire head gear. She was towed into Detour by the Keystone. The Masten is not leaking. She noted protest.

The following is a statement of the commerce through St. Mary's falls canal for the month of May, 1887:

Number and class of vessels through locks.	
Steamboats	638
Sail vessels	293
Rafts and unregistered craft	75
Total	1,006
Aggregate of registered tonnage	564,496
Aggregate of freight tonnage	612,543
Number of passengers	3,899

The registered tonnage is 13,531 tons greater, the freight tonnage is 82,800 greater and the number of passengers is 1,159 greater than for May, 1886, notwithstanding the fact that the canal did not open this year until the 1st of May, while it opened on April 23d last year.

PORT HURON.

The propeller Lehigh arrived here June 7th with the crew of the schooner L. Van Valkenberg, which was sunk by the Lehigh on Thunder Bay during a heavy fog. The VanValkenberg was bound up with a full cargo of coal. She was running with a free sheet; wind southeast and heavy. She sunk in a very short time after the crew had got into the yawl boat, who were afterward picked up by the Lehigh. The cook of the schooner received a slight scalp wound. He was the only person injured. The VanValkenburg was owned by Thomas Hood, of Chicago, and was not insured as is known here. The Lehigh is not damaged to any extent.

TWO HARBORS.

The propeller Spokane, ran into and sunk the schooner Mystic. The latter has been released and towed to Duluth. She had 60 tons of dynamite on board. She has been raised and will be towed to Duluth for repairs.

LAKE FREIGHTS.

Ore and grain freights are very firm at the advance indicated below. The block-up in coal at Buffalo has been relieved for the time being, and coal is easier. No tonnage is going from Ohio ports to the upper lakes at less than $1.00. Following are the latest quotations:

ORE.	
Escanaba to Chicago	95c
Escanaba to Ohio ports	1.55
Marquette to Ohio ports	1.75
Ashland to Ohio ports	2.15
Two Harbors to Ohio ports	2.20
GRAIN.	
Wheat, Duluth to Buffalo	8c
Corn, Chicago to Buffalo	4½@4¾
Wheat, Chicago to Buffalo	4¾@5c
Wheat, Milwaukee to Buffalo	3½c
Wheat, Detroit to Buffalo	2¼c
COAL.	
Buffalo to Milwaukee	1.00
Buffalo to Chicago	1.00
Buffalo to Duluth	75c
Cleveland to Milwaukee	90c
Cleveland to Chicago	1.00
Cleveland to Duluth	90c
LUMBER.	
Bay City to Tonawanda	$2 00
Bay City to Ohio ports	1 75
Saginaw to Tonawanda	2.25
Saginaw to Ohio ports	2 00
Muskegon, to Chicago	1.50
Alpena to Tonawanda	1.75
Ontonagon to Cleveland	3.00

The May supplement to the Lloyd's vessel register makes a showing as regards new tonnage which is said never to have been equaled on the lakes. In steamers Cleveland turns out the Cambria, $185,000; M. B. Grover, $120,000; C. J. Sheffield, $150,000; West Bay City the W. H. Gratwick, $120,000; Roumania, $140,000 F. W. Wheeler, $120,000; Marine City the Louisiana, $110,000. Buffalo has only the tug Buffalo, $12,000. Here is a fleet of seven propellers, worth $945,000 all enrolled in one month. It is significant that there are no new sail vessels except the Annabel Wilson, and no steamers below 1,100 tons measurement.

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Duluth.
Owners and masters of vessels wishing to get cargoes of grain from this port will do well to confer with me. Will be glad to furnish information in regard to cargoes, also in relation to docks, depth of water, etc., at **Duluth, Agate Bay** (new iron ore port), **Port Arthur, Washburn, Ashland,** and all points near the west end of Lake Superior. Good gangs of men furnished on short notice for trimming cargoes of grain, loading and unloading all kinds of freight.

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Has a large gang of men, and is in a position to give prompt attention to all orders intrusted to him.
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PROPOSALS FOR DREDGING.

U. S. ENGINEER OFFICE, 89 EUCLID AVENUE,
CLEVELAND, OHIO, June 7, 1887.

SEALED PROPOSALS, in duplicate, will be received at this office, until 11 o'clock a. m. on Thursday, the 16th day of June, 1887, at which time they will be opened in presence of bidders, for excavating 846,000 cubic yards more or less, of material from Maumee Bay along line of proposed straight channel for Toledo harbor, Ohio.

Forms, specifications and other information can be obtained at this office.

The United States reserves the right to reject any or all proposals.

The sum allotted for the work, inclusive of the amount necessary for superintendence and office expenses, is about $110,000.

L. COOPER OVERMAN,
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WANTED.

WANTED, a good lumber barge, 350 to 400 lumber capacity. Also, two lighters. Also, have three good harbor tugs for sale or charter.

H. L. SHAW, Vessel Agent,
East Saginaw, Mich.

STERN BEARING FOR PROPELLERS.

A valuable invention relating to marine engineering has been recently patented by John J. Townsend, of Portsmouth, Va. Its object is no less than to provide means for removing from the stern tube of a screw steamer any sand, grit, or other foreign substance, which, if permitted to remain, would cause the shaft and tube to cut and heat. As usually constructed, the propeller shaft, where it passes through the dead wood and stern post of the vessel, is incased in a sleeve or pipe, at the inner end of which is the stuffing box, which prevents the entrance of water into the hold. This pipe or stern tube fits the shaft easily, so that the water enters it and surrounds the shaft. In muddy water, or in shoal water where the bottom is likely to be stirred up by the screw, the mud and sand work into the stern tube around the shaft, producing excessive friction and undue wear of these parts. Mr. Townsend's invention is designed to remove all such foreign substances from the stern tube whenever it becomes necessary.

The propeller shaft, carrying the screw, revolves easily in the stern tube, which constitutes the after bearing for the shaft. At the forward end of the stern tube is the stuffing box, which is of any desired construction. In the engine room or at any convenient place is located a pump, and, if desired, a pipe may be run direct from the boiler to the stern tube, in order that live steam may be used instead of water when thought best. This pipe opens into the stern tube just abaft the stuffing box. If preferred, it may encircle the tube, and be provided with several openings around the tube, in order to give the current of water access to all sides of the shaft. If necessary, this pipe can be used to convey a lubricant to the bearing. A strainer is preferably employed to remove all impurities from the water, so that none but clean water may be forced into the stern tube. The improvement has been tested for over a year, and has given great satisfaction.

Late last fall the schooner York State was released from the rocks in Georgian Bay, and afterward thoroughly rebuilt at Collingwood. On reaching Chicago the custom officers collected repair duties amounting to $713. The money was paid under protest.

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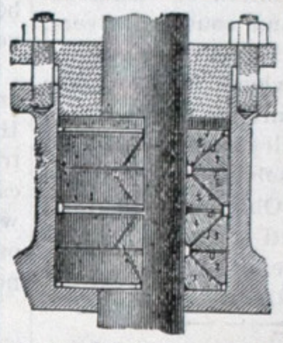
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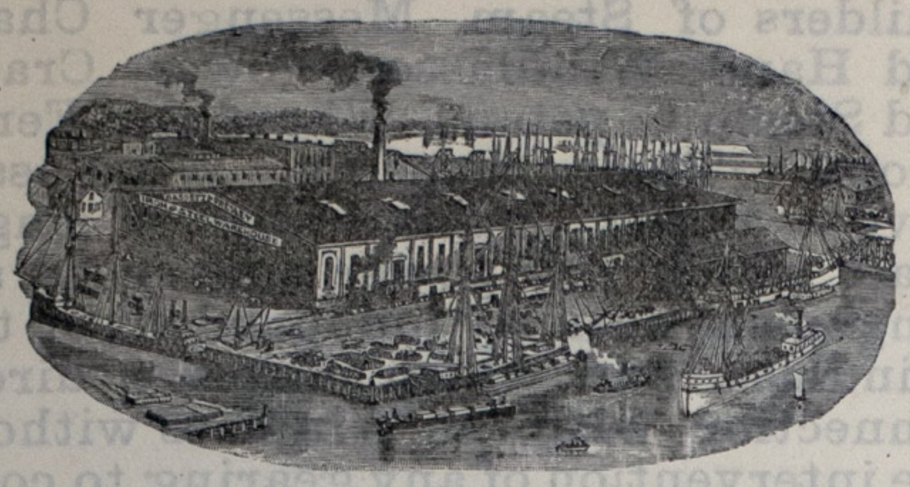

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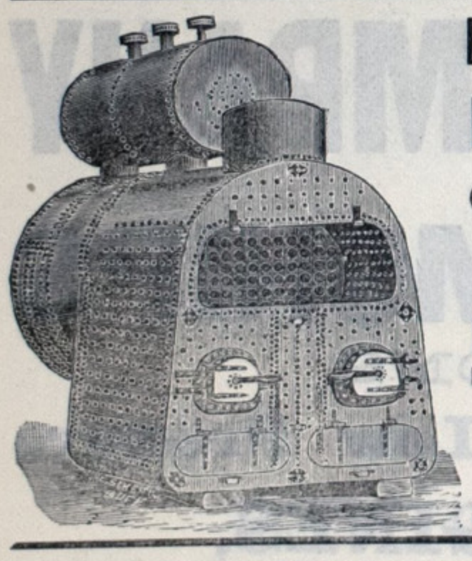

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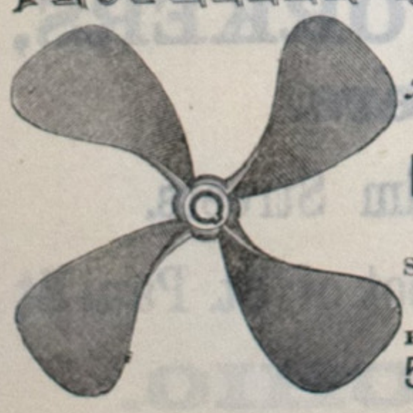

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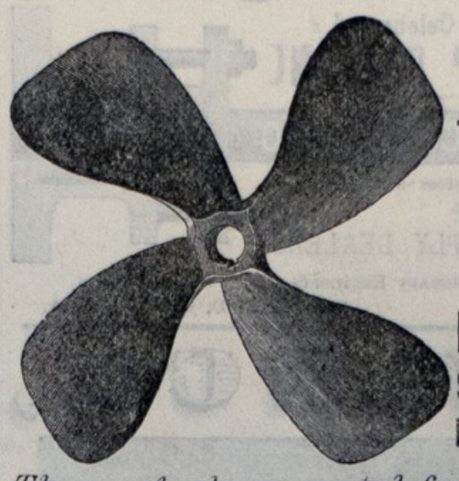

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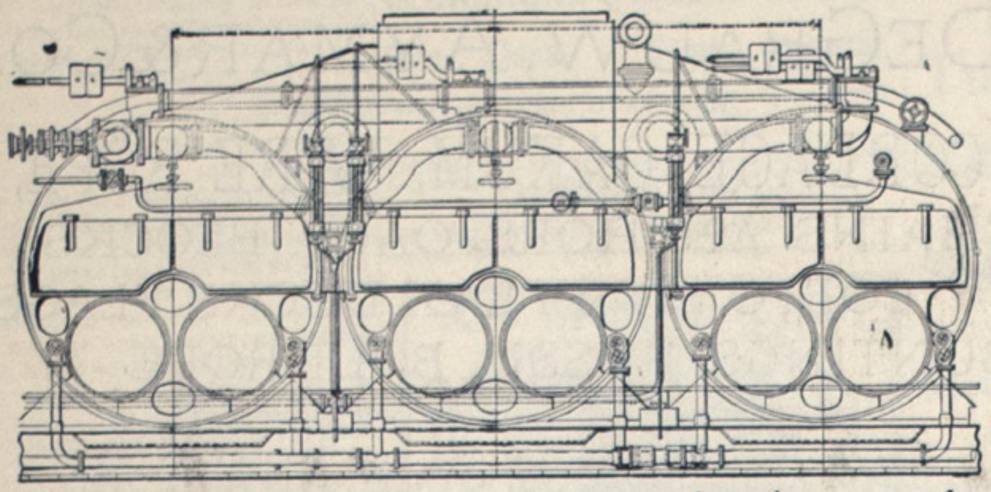

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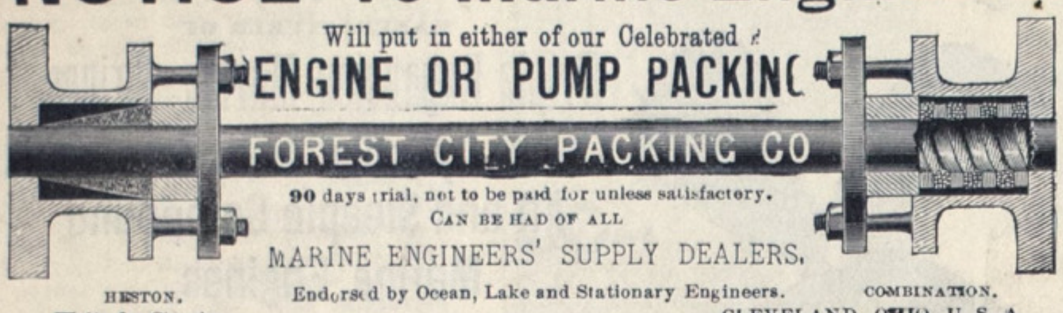

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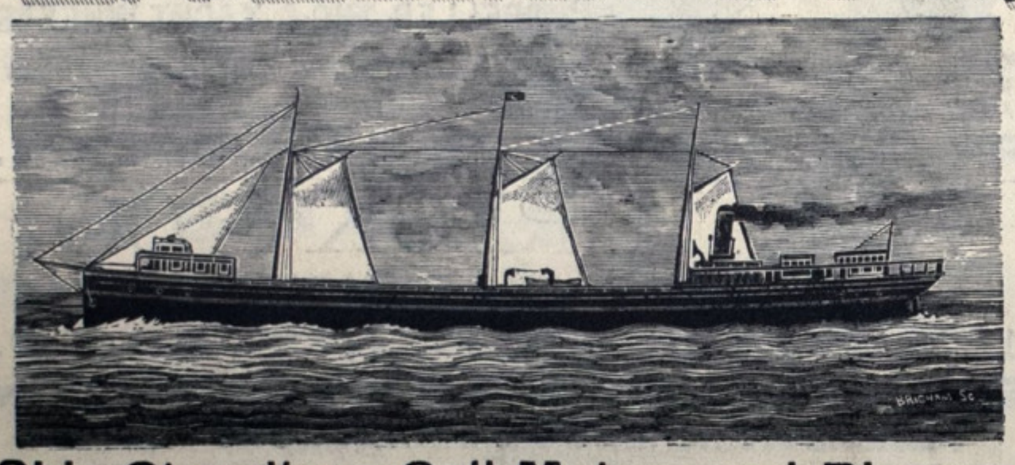

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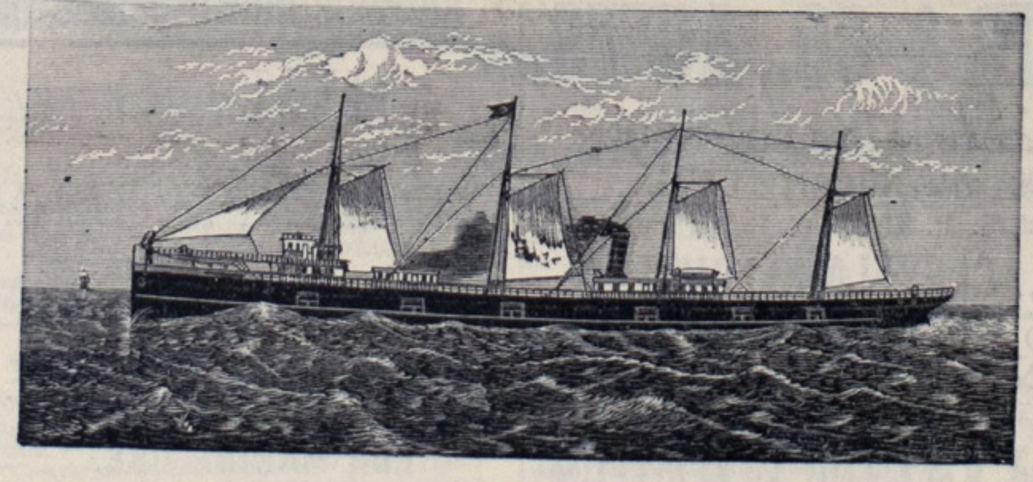

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